

LaDOTD Acquirer



"What acquiring minds want to know"

July-September 2002

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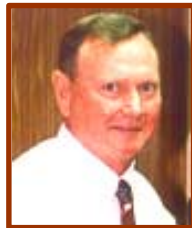


LTM work to begin; AARS to go on line by end of year

Director' Report

By: Jim Dousay

I know everyone is interested in the status of the reorganization. We are currently waiting for the Governor to sign it. I am hoping that he will sign it soon. When and if he does, we will finalize the SF-3s. The main difference in the organizational structure from what we have now would be the creation of a Consultant/Contracts Section. There would be two new positions created: an Operations Manager and a Contracts/Consultant Manager. Most other positions would receive increases in their GS levels.



LTM

Beginning in the week of September 16, "Alignment Meetings" with Louisiana Timed Managers (LTM) begin. These meetings will develop strategies and process manuals for the LTM projects. LTM should take physical possession of the "B List" projects in December or January. There are four B List projects for which Real Estate will complete the acquisition, and we will continue to process hardship acquisitions on B List projects.

As a sidelight to this, a new Federal Highway bill is working its way through Congress. The new bill seeks to continue and expand on the innovative practices of ISTEA and TEA-21 (see companion article). If passed, I believe it will afford us greater flexibility in pursuing our work.

AARS

Our new Appraisal, Acquisition, and Relocation System (AARS) is nearing completion. During the last couple weeks of September, intensive testing of the system will take place

with selected Headquarters and District personnel participating. This testing will be to find out if there are any "bugs" in the system before it becomes fully operational. After this, Xybernaut Solutions will work to correct any problems that might be found during this test period. In mid-to-late October, AARS will be implemented on a limited basis, with full implementation scheduled for December.

AARS will have several features that will greatly assist us in our functions. When implemented, AARS will generate the acquisition informational notice (Form 101) and the Just Compensation Letter. It will have a "find" function that by simply entering the last name of an owner or displacee will find the project number(s) and parcel number(s) associated with that name. The various reports can be displayed on the screen so anyone can access status information without having to wait for a report to print. There will also be project, owner, and displacee logs that can be accessed by anyone so you can see where a project or negotiation stands at that moment. We have just received funds from the Department to add a voucher module to AARS that it will generate vouchers in the future. This is a state of the art status/production system and will require the punctual entering of data by the person assigned.

Other News

Appraisal Manager David Pourciau attended the Mid South States/FHWA Right of Way and Utilities Workshop held recently in Santa Fe, NM. Representatives from Texas, Oklahoma, New Mexico, Arkansas, and Louisiana attended the meeting. Many topics were discussed at the meeting. A few of the topics are listed here. Several FHWA and NHI courses are, or will be soon, available on CDs or on the web. NHI and IR/WA are working more closely on web-based courses. There is a definite trend towards requiring staff appraisers to be certified. The states at the meeting had varying procedures for handling administrative settlements.

FHWA is soliciting comments on proposed changes to the relocation assistance portion of the Uniform Act. Use of consultants was, of course, a big topic. One thing that came out was that few states have minimum requirements for consultants. This is only a sampling of topics discussed. As you can see, there were many good discussions of a variety of issues. This meeting will be held in New Orleans in October 2003.

Mainly due to retirements, there have been some personnel changes lately. Deborah Boutwell is now District Manager on Monroe (District 05), and Rebecca Toney is now District Manager in Shreveport (District 04). I wish them luck in

their new assignments and know that they will both do a great job. And – our long awaited “Computer Tech” is now on board! Jamie Boullion started in late July and is currently learning DOTD and Real Estate systems. This position will be more and more important as we increasingly rely on technology. And finally, Erin Vignes has left DOTD for LTM. I wish her all the best and look forward to working with her in her new capacity.

There are many changes occurring in Real Estate, but these are changes that should help us to be more efficient and turn out a better work product. ♦

Federal Reauthorization Bill

Information provided by Karen Hider

The current legislation, the Transportation Equity Act (TEA-21), which was enacted in June 1998, will expire September 30, 2003, and Congress and the Bush Administration are working to develop its successor.

Together, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act (TEA-21) revolutionized the nation's approach to surface transportation. While ISTEA established a new set of program principles, TEA-21 provided greater equity among States in Federal funding and provided State and local governments with greater flexibility, certainty and reliability in transportation funding.

The programmatic and financial initiatives of these two historic surface transportation acts have afforded a solid and balanced structure that can shape the Administration's forthcoming reauthorization proposals. As the U.S. Department of Transportation develops new proposals for the surface transportation program, the Department encourages Federal agencies, State, local governments, and other stakeholders to submit their comments and views in solving the transportation challenges before us. ♦

New highway construction averages 21 miles per state

From AASHTO News, June 13, 2002

New roadway under construction using federal funds in 2000 totaled 1,072 miles, or an average of 21 miles per state, according to recently released data from the Federal Highway Administration

A look at the 26,796 miles of multi-year federal-aid roadway projects initiated since 1996 shows that 83 percent preserve the current system, while only 17 percent add any capacity through such steps as new lanes or lane widenings. "It's little wonder congestion is increasing nationwide," said John Horsley, Executive Director of the American Association of State Highway and Transportation Officials (AASHTO). "States have not been able to invest enough in new capacity to keep up with traffic growth. Our population grew by 31 million people since 1990, and the miles traveled on our highways grew 30 percent – from 2.15 trillion to 2.75 trillion. At the same time our highway system grew by only 1.8 percent."

"It will require more resources to meet both preservation and new capacity needs – and it takes too long to get these projects through the approval process. We hope to address this during Congressional reauthorization of the

Transportation Equity Act for the 21st Century next year," Horsley said.

"Surveys show Americans want congestion relief," Horsley said. "And state transportation departments are tackling the problem in many ways. These include new construction where practicable, technology to increase system performance and reliability, and support for more transit, where that makes sense."

Census data released earlier this month also indicate that on average, commuters spent an extra six minutes per day traveling to and from work in 2000, compared with times recorded in the 1990 census. Stated in terms of individuals' time, this increased commuting duration means Americans are adding more than one full, 24-hour day a year to commutes that absorb nearly nine days a year, taken altogether, for the average working person.

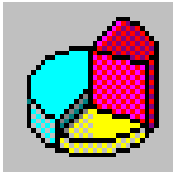
Nationwide mean commute times in 1980 averaged 21.7 minutes, in 1990, 22.4 minutes, and in 2000, 25.5 minutes. "A variety of transportation options are needed," Horsley said. "But with more than 90 percent of U.S. travel being done by private vehicle, we have to recognize the demand for new capacity, and find a way to meet it." ♦

Acquisition and R/A in the 90s

from www.fhwa.dot.gov/realestate/

Acquisition

Real property required for highway purposes may be acquired using Federal-aid funds. On average, greater than 90% of these acquisitions are carried out by the States. The national average cost per parcel for Federal-aid acquisition in 1999 was \$36,399. The low average cost in the 1990's occurred in 1998 when the average was \$30,614 per parcel and the high was \$40,680 in 1992. In fiscal year 1999, the average per parcel cost expended by a state ranged from a high of \$205,348 to a low of \$1,335.



Beginning in 1995, FHWA requested information from the States regarding the total cost of real property acquired for highway purposes, subject to the Uniform Act. Expenditures by States and Local Public Agencies (LPA's) utilizing their own funds is included here. In fiscal year 1999, States and LPA's acquired \$1,822,394,840 worth of right-of-way for needed projects. (Note: not all states require LPA's to disclose amounts expended; in FY '99, 37 states responded.)

Each state identifies a parcel, or interest, to be acquired for highway purposes. A "parcel" can relate to all property interests acquired from a single ownership or to each land interest required (such as some type of easement, or fee title to the real property). There were 27,083 parcels acquired in 1999 in support of 2,696 projects. These parcels are acquired subject to the Uniform Act, whether Federal-aid funds were involved in the acquisition or not. In 1995, a record 59,030 parcels were acquired.

Relocation

A typical right-of-way project causes some owners, tenants and businesses to have to vacate their property. Those displaced may be eligible for additional compensation under the Relocation Assistance Program. In 1999, there

were 4,165 residential and 2,609 business displacements for a total 6,774.

In fiscal year 1999, \$87,113,543 was spent providing relocation assistance. The States also reported that approximately \$13,700,000 was expended providing Advisory Services to those having to relocate. Replacement housing payments are paid to eligible homeowners based on the difference between the acquisition price of their current home and the purchase of a comparable replacement dwelling. In 1999, ten states had averages above \$20,000 per payment. Two states had averages of approximately \$7,500 per payment.

A business, farm or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses related to relocating and reestablishing at a replacement site. Nationally, there were 635 claims for reestablishment payments. Seven states paid a total of sixteen claims at the full amount of \$10,000. A total of eighty claims were paid at less than \$4,000 each. ♦



Jamie Boullion

IT Technical Support Analyst 1
Gang 016

Paula Jean Puls

Secretary 2
Gang 162

A Few Amazing Facts about Transportation in the U.S.

From www.usroads.com

Did you know . . .

The U.S. has:

- 3.9 million miles of roads and highways
- 5,400 public airports
- 200,000 miles of freight and passenger railroad track

- 5,800 miles of urban mass transit track with more than 2,300 stations
- 3,600 waterport terminals

The nation's transportation infrastructure has a value of \$1.75 trillion about 12 percent of the value of the nation's total productive assets. Its value is 10 times that of all computers used by American businesses and 8 times the value of the entire telephone and telecommunications infrastructure!

Each year, America's transportation network makes possible more than 4 *trillion* miles of personal travel an average of 15,000 miles of travel for each American and the movement of more than \$6 *trillion* worth of freight!

Public investment in the 44,000-mile Interstate Highway System and other highway improvements over the past 40 years has helped save an estimated 2 million lives, or roughly the population of Miami, Florida.

Transportation construction is a \$160 billion per year U.S. industry that employs more than 1.6 million people.

Every \$1 billion invested by the public in government-financed road improvements since 1950 has, to this point, helped prevent 1,400 premature deaths and 50,000 injuries and saved American society over \$2 billion in health care, insurance, lost wages, and productivity costs.

Each \$1 billion spent on the construction of the nation's infrastructure creates approximately 35,000 jobs. ♦

"Leak at drainage pool Milhouse"

from www.usatoday.com

MINNEAPOLIS — The Minnesota Department of Transportation was having trouble keeping track of its several hundred drainage ponds at highway interchanges. So it named some of them Bart, Barney and Milhouse. Yes, TV's *The Simpsons* has come to stormwater runoff management, courtesy of state hydrologist Patrick McLarnon. "It's just something fun," he said, and a better naming scheme than the numbers and letters that used to be employed. The

Simpsons ponds — there's also Apu, Clancy Wiggum, Maggie, Itchy, Lenny, Quimby, Scratchy and Seymour — are all part of the Interstate 494-Highway 61 interchange project in Newport in the metro area. None of the names appear on plaques at the ponds, but that's how they're designated in state databases to track water quality and runoff flows. ♦

LA DOTD Unveils Statewide Public Awareness Campaign,

"Don't Be a Tailgator"

from a DOTD press release

BATON ROUGE - "See that car in front of you? Ok ... wait. See that sign it is passing. Count with me. One thousand one, One thousand two. Did you pass that sign yet? Well if you did you are tailgating.

This is the general message that the Louisiana Department of Transportation and Development along with the Federal Highway Administration, the Louisiana State Police and the Louisiana Highway Safety Commission are trying to get across to Louisiana drivers this fall — "Don't Be a Tailgator."



The above quote explaining the "Two Second Rule" is taken from one of the five new radio public service announcements sponsored by the Louisiana Department of Transportation and Development. Tailgating refers to drivers following too closely to the car in front of them. Often times, a crash will occur because a vehicle was following too closely to the vehicle in front of them, resulting in a rear end collision.

"For the years 2000 and 2001, rear end collisions have made up over 50% of the vehicle crashes on state maintained roads. In 2001, out of Louisiana's 83,309 crashes on state maintained roads, 43,494 were rear end collisions. This makes tailgating responsible for 52.2% of the crashes on Louisiana's

state maintained highways," according to Ken Perret, Assistant Secretary, Office of Planning and Programming with the Louisiana Department of Transportation and Development.

The statewide public awareness campaign, "Don't Be a Tailgator," begins this fall with five radio public service announcements heard in all 12 LSU football games for the 2002-2003 season as well as a full page advertisement in the LSU Football GameDay Programs. The campaign's public service announcements will educate drivers on the dangers of following too closely. ♦

Small Ohio town has "funniest intersection in America"

Louisiana intersection 5th on list

from www.statefarm.com

Traffic safety is a serious subject, but State Farm Insurance researchers found some things to smile about as they conducted their work involving America's most dangerous intersections - funny intersection names.

"Standing by themselves, individual street names aren't usually amusing," a State Farm spokesperson said. "But when they intersect with another street name, the two together can be pretty funny. So we decided to publish our list of 'The Five Funniest Intersection Names in America.'" The "funny" list was announced two days after State Farm distributed a list of the 10 most dangerous intersections in the United States based on crashes resulting in claims by its policyholders in 1999 and 2000

In reverse order, the five funniest intersection names in America, are:

5. Hickory Avenue and Dickory Avenue where they intersect with Dock Street in Harahan, La.
4. Antonio and Banderas in Rancho Santa Margarita, Calif.

3. Ho Road and Hum Road in Carefree, Ariz.

2. Bland Street and Gore Road in Pueblo, Colo.

1. Grinn Drive and Barret Road in West Chester, Ohio.

"We suspect there are other funny and unusual intersection names among the hundreds of thousands of intersections in America," the State Farm spokesperson said.



The corner of Hickory, Dickory, and Dock in Harahan

[Louisiana Purchase \(Part 3\)](#)

The Dutch Bank

Documents

Financing the purchase

from www.sec.stste.la.us/purchase

After the three agreements which made up the Louisiana Purchase Treaties had been signed on May 9, 1803, Bonaparte and the American diplomats, Livingston and Monroe, set out to find the best and fastest way to finance their historic real estate deal. Because of the impending war with Britain, French banks would not buy or market the American bonds. Livingston and Monroe recommended the firms of Baring and Company of London and Hope and Company of Amsterdam, as proper and competent to conduct the financial operations of the transaction.

Because of their reputation as the two most stable financial houses in Europe and because Napoleon wanted to receive his money as quickly as possible, the French treasury minister

Barbé-Marbois made arrangements with the two firms to convert the bonds France would receive into cash. (Interestingly, many of the bonds were purchased by Russia.) Alexander Baring, who would later be named Lord Ashburton, was invested with the powers of attorney by the two financial institutions for entering negotiations with America and France. With a chance to earn about three million dollars in interest, both of these foreign bankers were happy to be of service.



In a way, England aided in the transfer of Louisiana from France to the United States. In granting Alexander Baring permission to transfer specie from London to Paris, Britain kept Louisiana out of the hands of her rival, France, but at the same time allowed the United States to emerge as a major world power.

The United States borrowed funds from two of the best known and most reputable financial institutions in Europe--Baring and Company of London and Hope and Company of Amsterdam--to pay the French for the Louisiana Territory. Francois Barbé-Marbois of France, eager to complete the transaction, assisted James Monroe and Robert Livingston in arranging the loan. The amount secured by the Americans totaled \$11,250,000 in the form of twenty year bonds promising a six percent return.

All of the bonds were redeemed between 1812 and 1823, and generated \$8,221,320 in interest. ♦



Comin
g

The very first Labor Day September 5, 1882

from www.americanstory.com

If you could create a holiday, what would it be called? What date would you choose for your holiday? Peter J. McGuire, a carpenter and labor union leader, was the person who came up with the idea for Labor Day. He thought American workers should be honored with their own day. He proposed his idea to New York's Central Labor Union early in 1882, and they thought the holiday was a good idea, too. With four long months between Independence Day and Thanksgiving,



Peter suggested a month halfway in between. But what date should they choose?

The very first Labor Day was held on a Tuesday, September 5, 1882, in New York City. The day was celebrated with a picnic, concert and speeches. 10,000 workers marched in a parade from City Hall to Union Square.

Soon after that first celebration, the holiday was moved to the first Monday in September, the day we still honor. Congress passed legislation making Labor Day a national holiday in 1894. Labor Day is not just a day to celebrate the accomplishments of workers; for some people, it is also a day to talk about their concerns and to discuss ways to get better working conditions and salaries. How do you celebrate the last holiday of the summer? ♦

A Labor Day parade - 1900



My Forgetter

Contributed by Judy Schilling and Don Bernard

My forgetter's getting better,
But my rememberer is broke
To you that may seem funny
But, to me, that is no joke

For when I'm "here" I'm wondering
If I really should be "there"
And, when I try to think it through,
I haven't got a prayer!

Oft times I walk into a room,
Say "what am I here for?"
I wrack my brain, but all in vain!
A zero, is my score.

At times I put something away
Where it is safe, but, Gee!
The person it is safest from
Is, generally, me!

When shopping I may see someone,
Say "Hi" and have a chat,
Then, when the person walks away
I ask myself, "who was that?"

Yes, my forgetter's getting better
While my rememberer is broke,
And it's driving me plumb crazy
And that isn't any joke.

(Ed. Note - many of us can identify with that!)



Daina Hebert, and her husband Todd, on the birth of their son, Eric Todd Hebert, Jr., on September 30, 2002. He weighed in at 7 lbs., 3 oz.



Rebecca Toney, on her promotion to Real Estate District Manager (Gang 104).

Debbie Boutwell, on her promotion to Real Estate District Manager (Gang 105).



Coming Soon!

To a computer screen near you!

World Association of Valuation Organizations formed during Hawaii conference

From www.appraisalinstitute.org

During the Appraisal Institute's Summer Conference in Honolulu, international representatives from several countries agreed to form the World Association of Valuation Organizations, stating that the continuing globalization of real estate and capital markets requires the involvement of the valuation consulting community.

The goal of WAVO is to establish a global voice for the valuation consulting profession. The new organization will support International Valuation Standards, promote best practices, encourage the continuing education of its members and assist in developing the transparency that The World Bank and other capital providers are saying is critical for all sectors of the property economy. For example, discussion during the first board meeting of the new organization touched on how the continuing disclosure of questionable financial reporting and accounting practices underscores the necessity for all organizations to devote more resources toward achieving transparent and harmonized global competencies.

"We welcome the opportunity to further develop trust with our colleagues from around the world," noted Thomas A. Motta, MAI, SRA, Appraisal Institute president. "This is the next step in the development of a common arena where members of the valuation consulting profession from every part of the world can learn from each other and share experiences. It is also a wonderful embodiment of this year's Summer Conference theme, 'The New Valuation Profession: A World of Opportunity.'"

Joining the Appraisal Institute at the discussions were representatives from the American Society of Appraisers, the American Society of Farm Managers and Rural Appraisers, the Appraisal Institute of Canada, the Appraisers Association of Turkey, the Australian Property Institute, IBAPE (Brazilian Appraisal Institute), the International Association of Assessing Officers, the Korea Appraisal Board, the New Zealand Property Institute and the Royal Institute of Chartered Surveyors. Representatives of both the International Valuation Standards Committee and the European Group of Valuers Associations (TEGoVA) were also present and expressed support for the new organization.

The interim board Chairman Peter Clark of Canada has called for the next meeting of the interim board in Kuala Lumpur, Malaysia, during the Pan Pacific Congress of Real Estate Appraisers, Vaulers and Counselors from October 15 through 17, 2002. "Representatives from all valuation consulting organizations have been invited to attend the meeting where we will continue to examine a constitution for the organization, the core skills required for membership, a business plan and other details of how the organization will be structured," Clark said. ♦

An early football innovator

from www.americanstory.com

With football season here, we thought you would like to know about one of the earliest innovators in the sport.

Have you ever wished you could change the rules of a game you like to play? Maybe if you play a game long enough, you'll be able to make those changes. Amos Alonzo Stagg played and coached football for 71 years. He was 98 years old when he retired as a football coach from Stockton Junior College on September 16, 1960. When he played at Yale and made the original All-America football

team in 1889, the game was still a fairly new sport. What innovations did Stagg bring to football?



Stagg (pictured at left) is credited with the use of dummies for tackling practice and introducing several plays that have become basic to football.

If you are a football fan, you may be familiar with the "end-around play," the "shift," and the "man in motion." These are all plays that Stagg developed during the 41 years he coached at the University of Chicago. Innovations like these helped Stagg lead his team to victory at six Western Conference (later called the Big Ten) championship games.

Stagg is so closely associated with football that many forget he was one of the first to play the new game of basketball. He even participated in the first intercollegiate basketball game in 1896. What new sport could you be among the first to play?◆



A Remembrance

One year later...

COURAGE UNDER FIRE

"I will never look at a firefighter the same way again. What is in someone, hundreds of them, to compel them to run into a burning building while everyone else is running out, just to save people they don't even know? Their bravery has become part of our collective national legacy. Their bravery dignifies us all."

*The Rev. Bill Hybels
Willow Creek Community Church
South Barrington, Illinois*



STATISTIC

116,000: American flags sold by Wal-Mart on Sept. 11 [2001]

6,400: Flags sold by Wal-Mart on that date last year [2000]

Time magazine

VOICE FROM THE PAST

"We, and all others who believe in freedom as deeply as we do, would rather die on our feet than live on our knees."

Pres. Franklin D. Roosevelt

VOICE FROM THE PRESENT

"I am a Muslim. I am an American. If the culprits are Muslim, they have twisted the teachings of Islam. Whoever performed, or is behind the terrorist attacks in the United States of America does not represent Islam. God is not behind assassins."

Muhammad Ali

VOICE OF A HERO

"Let's roll!"

Todd Beamer

Flight 93



Howard W. Lutnick, chairman of Canter Fitzgerald, a New York based bond trading firm, lost 700 of his 1000 employees on September 11, "We have a new class of partners here – these families," he says, "Seven hundred families. Seven hundred families. I can't say it without crying."



"REMEMBER"

Remember the day when we feared
nothing.

The only worries were if the kids would
get

home from school on time.

Remember the day it wasn't so far
away.

Remember the day when you got a
letter

and it brought you joy to your heart
instead of worry.

Remember the day it seems like
yesterday.

Remember the day when you got on a
plane,

you didn't have to worry about where
you were going,

or if you would get there.

Remember the day it wasn't so far
away.

Remember the day
when four plains crashed
it changed the way we live.

Remember the day it wasn't so far
away.

Remember the Heros that gave their
lives.

The children that where lost,
the hearts that where broken,
the tears that where shed.

We must remember...we can't forget...

The lives that where taken,
the tears that were shed.

REMEMBER THE DAY.

In memory of those who died on Sept
11.2001

By~©~Joice Cavins



"Grief and tragedy and hatred
are only for a time. Goodness,
remembrance and love have no
end, and the Lord of life holds all
who die and all who mourn."

*President Bush
September 14, 2002*

“Quotable”

“Freedom to be your best means nothing unless you’re willing to do your best.” – Colin Powell

“Don't believe everything you hear. Don't spend all you have. Don't sleep all you want.” – Dusty Dunn

“Americans used to roar like lions for liberty. Now we bleat like sheep for security.” – Norman Vincent Peale

“Never believe that a few caring people can't change the world. For, indeed, that's all who ever have.” – Margaret Mead

“Life without liberty is like a body without spirit.” – Kahlil Gibran

“Be enthusiastic as a leader. You can't light a fire with a wet match!” – Unknown

“No act of kindness, no matter how small, is ever wasted.” – Aesop

“Weakness of attitude becomes weakness of character.” - Albert Einstein

“Big jobs usually go to the men who prove their ability to outgrow small ones.” – Ralph Waldo Emerson

“It's not so important who starts the game but who finishes it.” - John Wooden

“The weak can never forgive. Forgiveness is the attribute of the strong.” - Gandhi

“Positive anything is better than negative nothing.” – Elbert Hubbard

“No man will make a great leader who wants to do it all himself - or to get all the credit for doing it.” – Andrew Carnegie

“The price of greatness is responsibility.” - Winston Churchill

“Everything you want is just outside your comfort zone.” – Robert Allen